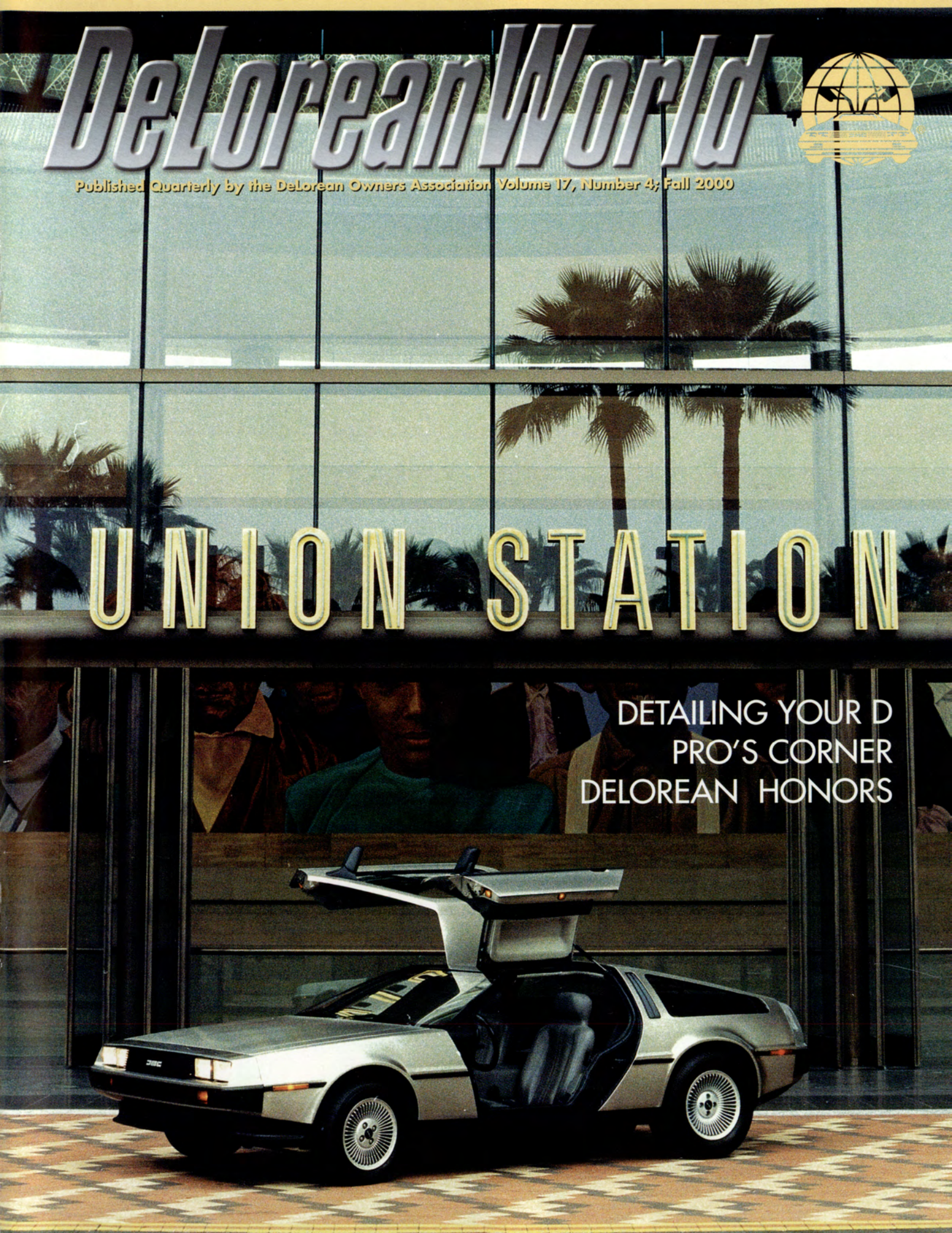
DeLoreanWorld

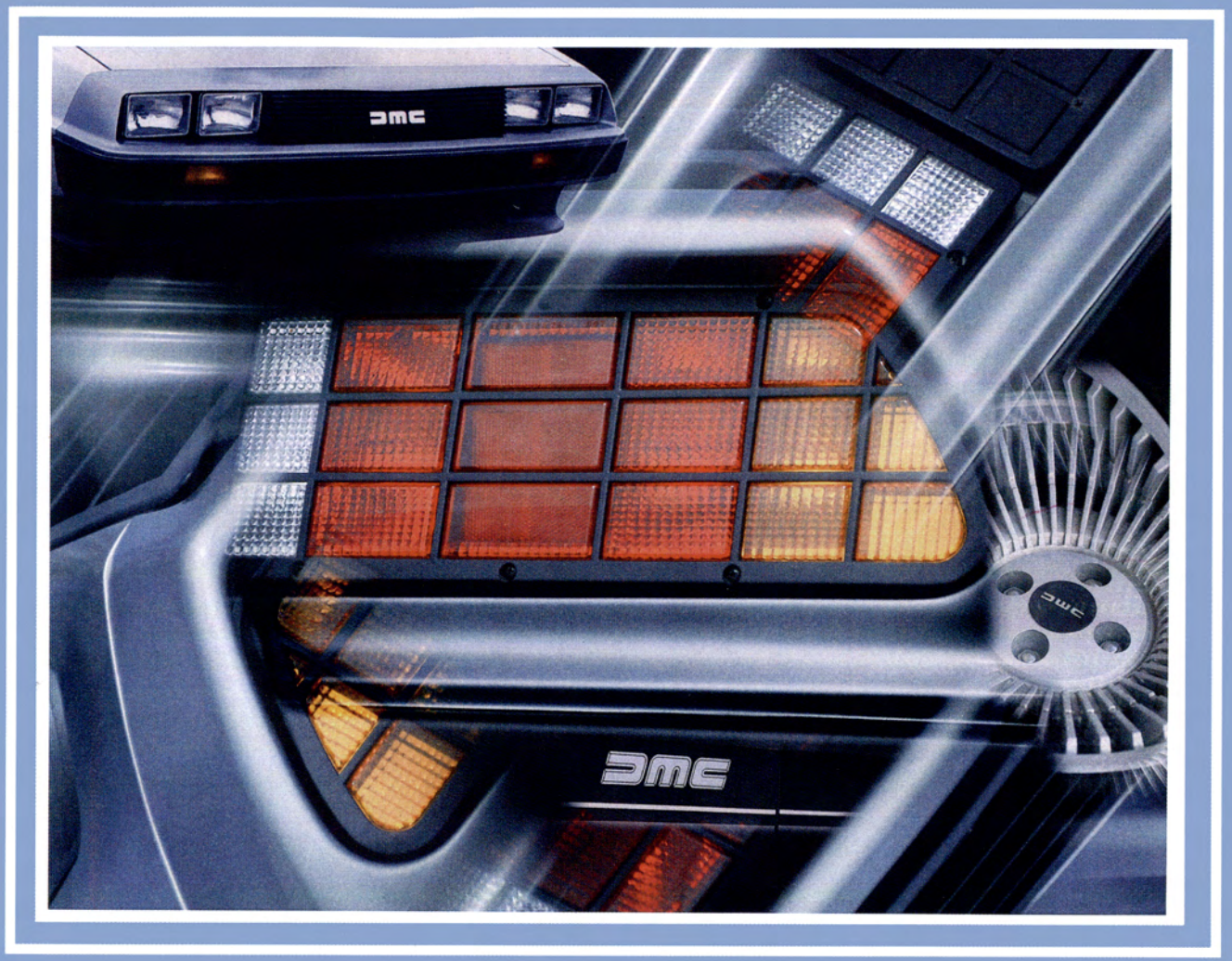
Published Quarterly by the DeLorean Owners Association Volume 17, Number 4; Fall 2000



DETAILING YOUR D

PRO'S CORNER

DELOREAN HONORS



DELOREAN
1981—2001

Limited Edition 20th Anniversary DeLorean Montage Print

Here is the milestone print designed to celebrate the most exciting automobile of the century.
The year, 2001 is the 20th Anniversary of the DeLorean.
The DeLorean Owners Association commissioned world-renown kaleidoscopic artist,
Joe Polevoi to interpret our distinguished marque for this occasion.
Only 100 prints will be produced. Matted print is 11 inches by 14 inches.
Each print is numbered and signed by Mr. Polevoi then professionally matted.

$69.95 plus $5 shipping

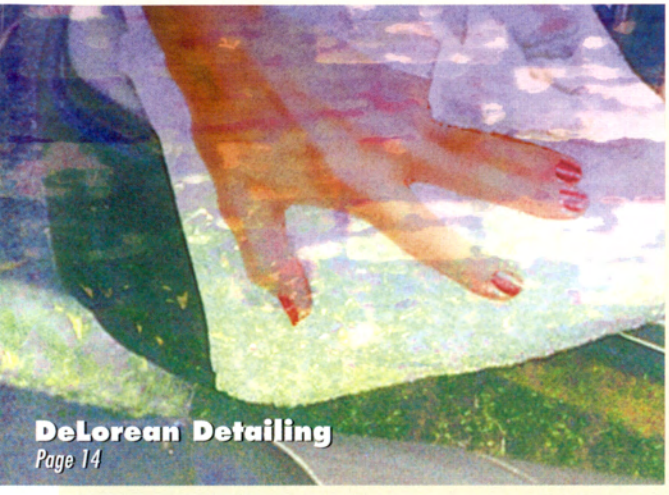
To order your personal print, call (805) 641-3161 or go to www.DeLoreanStore.com

DeLoreanWorld

DeLorean World, Volume 17, Number 4; Fall 2000

ON THE COVER

Cover photo by Don Sigler taken at the train station in downtown Los Angeles.



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PRESIDENT'S MESSAGE

By Linda Porter

My DeLorean has provided some interesting moments lately. One involved a trip to Las Vegas, which is always interesting. Like many other DeLorean owners around the country, I was asked if I would allow my car to be used for a company's yearly convention. I've read descriptions of similar events in DeLorean World, so I felt comfortable in saying "Yes." The company who was responsible for doing the actual work in setting up the convention, had worked with DeLoreans before, so they were familiar with the car. All I had to do was drive it to Las Vegas, hand over the keys, and wait. Five days! So that is what I did. After meeting the man in charge, and having at least 10 people give me directions as I backed the car in through 2 sets of doors and one hallway, I opened up everything so that the hotel staff and everyone else could check it out, ask questions and generally have a good time looking at the car up close and personal. Then I closed it up, left my keys with the contact man, and left. Not before being invited to come back and hang out with my car, "anytime." Which is what I did the next day, and the day after that. Those 2 days were spent attaching all the "Back to the Future" paraphernalia and preparing the room for the extravaganza planned for the second evening. That was when the DeLorean with the company's CEO inside, would make it's appearance amid fireworks, smoke, and loud, loud music. Of course, I wouldn't have missed that event. As I sat watching the scenario unfold, all I could think was that I hoped that CEO would find the brake before the car rolled off the stage and into the first row of company big-shots! All went well, and after that bit of excitement, the car was moved to the hallway outside the trade show area, where it stayed on display for the next 3 days. I stayed with the car awhile that evening and enjoyed meeting convention attendees who were car buffs, or had never seen an actual DeLorean before that night. I've always maintained that you meet the most interesting people when you drive a DeLorean.

This issue of DeLorean World has several technical articles. Service Bulletin #59 regarding the Auto Gearshift Assembly is another of the early service bulletins that are being printed from time to time. Pro's Corner offers tips on working with seals and sealants, written by Ed Bernstein. The first in a series of articles by David Bynon, concerning DeLorean detailing, makes it's appearance. This information is of interest to anyone who owns a car and washes it themselves, however occasionally. And after reading this, you should be inspired to wash your car more than occasionally. Mr. Bynon writes a lively and interesting article. Who would think reading about car detailing could be so entertaining?

Several owners in the South had a chance to learn about the inner workings of their doors during "A Day Spent in the Doors" written by Tom Long.

Keith Murphy from New Jersey relates his experiences at the Concours d'Elegance of the Eastern United States. Once more, a DeLorean garners more than it's fair share of attention.

Dave and Julie Johnson, of Ventura, California, take their DeLorean on a short Getaway to Ojai, California. I see the turnoff sign to Ojai every time I drive north on Highway 101. I've never turned off to go there, but just might have to do that next time. It sounds like a place I'd like.

Next spring, Belfast, Northern Ireland will again play host to Eurofest. Robert Lamrock has engineered the two previous events there and will once more plan an exciting and fun-filled weekend. Be sure and read what he has in store for everyone.

I hope the last few months of the year 2000 bring all of you much happiness and contentment. It's hard to believe another year has flown by, but it has and I look forward to seeing many of you sometime during the next year.

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

DECEMBER

2
Palm Springs, CA — **Festival of Lights Parade** Contact Mimi Breer 626/798-6279 mbreer@ix.netcom.com

2
Costa Mesa, CA — **Holiday Toy Drive Car & Cycle Show** Orange County Marketplace at the Fairgrounds. 7 a.m.-4 p.m. All cars welcome. 949/723-6663

FEBRUARY

10
Costa Mesa, CA — **"Presidential Motorcade" Car Show** with Cherry pie judging, jelly bean juggling and peanut tossing to add to your fun. 7 a.m.-4 p.m. Cash prizes and awards in all car catagories All cars welcome. Car Quest Promotions 949/498-2703

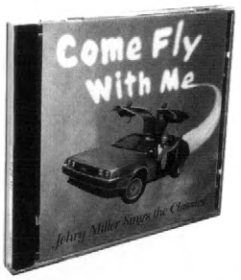
18
Lake Worth, FL — **9th Annual British Classic Car Show** Multi-marque show featuring a stunning intracoastal waterfront venue, bagpipers, British food, regatta and vendors. Participant's choice show. Registration form available early January, 2001. info: Phil Bacon, (Home) 561-498-4656; (Work) 561-732-9725; (Fax) 561-498-8909 saphtrix@aol.com

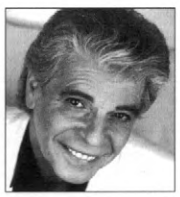
SAVE THE DATE

MAY 24-27, 2001
Belfast, Northern Ireland — **EuroExpo 2001** The European DeLorean event 1-23-261-1780 for further info, e-mail roblamrock@aol.com

As you can see very little got to us for these upcoming months. Please send me information on any St. Patrick's, Easter, or Memorial Days parades in your area or any car shows that our members could participate in. These need to be to us by December 10th. If you know of a local annual event please try and contact them and get 2001's date and a contact number or email address. Thank you for your help!
Mimi & Hank
email hbreer@ix.netcom.com

Come Fly Away With Jehry





Jehry Miller is the consummate entertainer.

His fresh singing style has captivated audiences all over the country and Canada.

Numerous celebrities have praised his talents. Sammy Davis Jr. was so impressed, he gave him a gold, diamond studded bracelet.

Mr. Miller handles the classics with ease, and on his latest CD, even pictures his classic DeLorean.

Songs include: Come Fly With Me, Summer Wind, Fly Me To The Moon, It Had To Be You, Under My Skin, All The Way, I Get A Kick Out Of You, Call Me Irresponsible, Stuck on You, Beyond The Sea, I Concentrate On You, The Good Life.

$11.95 plus $4 shipping

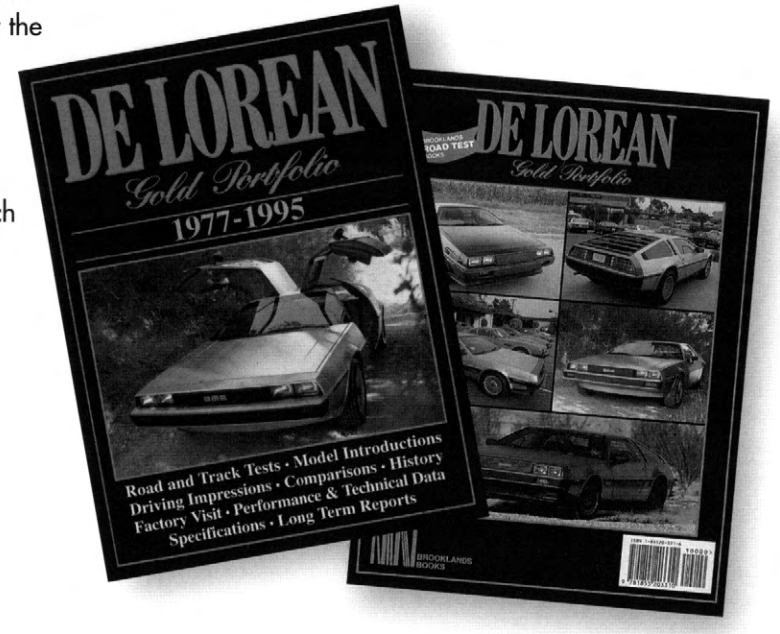
To order your copy, call (805) 641-3161 or go to www.DeLoreanStore.com

DE LOREAN GOLD PORTFOLIO

1977-1995 IS HERE!

The **DeLorean Gold Portfolio, 1977–1995,** is an expanded Brooklands coverage featuring articles by the top automotive journalists from the world's leading automotive publications. Filled with road and track tests, model introductions, driving impressions, comparisons, a factory visit, performance and technical data, specs, long term reports, and so much more. 172 pages, approx 300 illustrations.

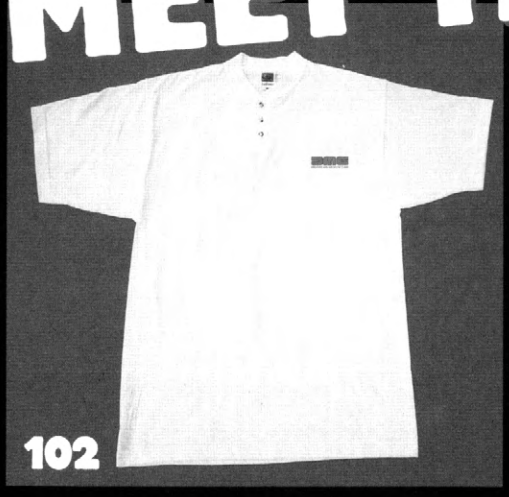
$24.95 each + $5.00 shipping.



DELOREAN OWNERS ASSOCIATION

DeLorean Store
(805) 641-3161
www.DeLoreanStore.com

MEET THE WILD ONES!



Meet our exciting line of DeLorean shirts. From the unique DMC logo on the front to the colorful, flying DeLorean on the back, these high quality winners have the brightest, wildest graphics we've ever produced. Every DeLorean fan will want at least one.

102 – 3-Button Henley Short Sleeve Shirt – M, L, XL, XXL $25.00
103 – Long Sleeve Mock Turtleneck Shirt – M, L, XL, XXL $20.00
104 – Short Sleeve Tee Shirt – S, M, L, XL.....$15.00

DELOREAN OWNERS ASSOCIATION

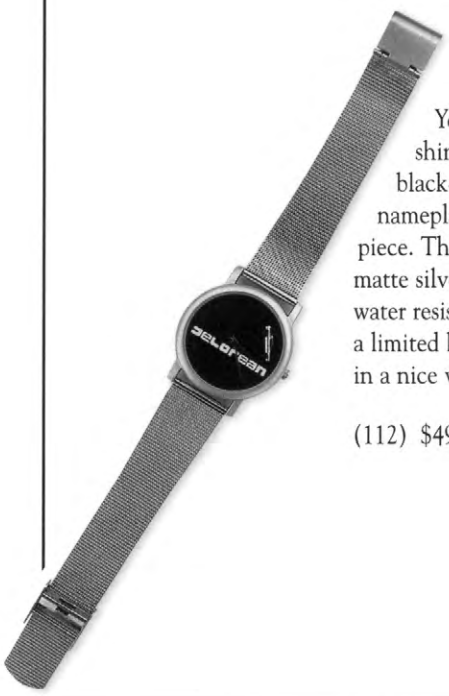
DeLorean Store
(805) 641-3161
www.DeLoreanStore.com

Holiday Gift Ideas for the DeLorean Enthusiast

Association Long Sleeve Denim Shirt

This is a very high quality shirt at an exceptional value. It has a generous fit in the latest style. The distinctive black, silver and red DeLorean Owners Association logo is embroidered on 100% mid-weight denim. The shirt is double needle stitched throughout, includes a patch pocket, button-down collar, horn tone buttons and tuck-in tails. Great for all-weather driving in your DeLorean, or that weekend party with other DeLorean owners and enthusiasts.

(007) S, M, L, XL $34.95; XXL, XXXL $37.95



DeLorean Watch

Here is the watch for the DeLorean enthusiast who has everything else! You may get a bit dizzy watching the shiny DeLorean race around the handsome black-faced dial with the familiar DeLorean nameplate but you'll have a real conversation piece. This sharp SWEDA watch features a matte silver case and a fine mesh band. It is water resistant and shock proof, and comes with a limited life-time warranty. The watch is packed in a nice velvet-lined silver plastic gift box.

(112) $49.95

New Items (Introduced at Expo 2000)

Sport Thermal Bottle. 22 oz bottle with outer clear plastic shell and aluminum insert with DeLorean car imprint. Has hinged bubble top protecting drinking spout. Features dual wall insulation and thermometer to gauge beverage temperature (122).....**$15.95**
Two bottles (122S2).....**$30.95**
Three bottles (122S3).....**$45.95**
Four bottles (122S4).....**$59.95**

20th Anniversary DeLorean Montage Print. This dazzling digital display of the DeLorean is mounted with lovely matting and commemorative tag. Limited Edition of 100 prints created exclusively for the DeLorean Owners Association by the world-renown kaleidoscopic artist Joe Polevoi (130) **$69.95**

Inventory Reductions (Sale ends December 15, 2000)

DeLorean Motor Car Mock Turtle Neck Shirt. White long sleeve cotton shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean car on the back. **(XXL only)** 50% Reduction to only (103XX) **$9.95**
Association Logo Black Cotton Knit Sweater (M only) 50% Reduction to (057M) **$13.95**
Association Members Only Sport Jacket. Slate Gray nylon with embroidered Association logo **(L only)** (003L).....**$39.95**
Quill Duratone Logo Pen. Textured Gray with Association logo on slant-top. 25% Reduction to (051) **$8.95**
Stainless Steel Travel Mug and Sport Bottle. 1 Mug and 1 Sport Bottle (123s2).....**$30.95**
2 Mugs and 2 Sport Bottles (123s4) **$59.95**
DeLorean Poster by Shin Yoshikawa. 50% reduction to: Unsigned print (106).....**$9.95**
Limited Edition 100 signed and numbered.....**$34.95**

NOTICE
The DeLorean Store will be closed from December 15, 2000 to January 15, 2001. Thanks for your support during 2000. Happy Holidays!

DeLorean Store
DeLorean Owners Association

(805) 641-3161
www.deloreanstore.com

Add shipping charges listed on DeLorean Store website. Add 8.25% sales tax on California orders.

DeLorean service bulletin #59

Compliments of DeLorean Motor Company, **DELOREAN WORLD** has obtained most of the early service bulletins issued by the factory but never published. Many of these reference the VIN number before or after which the subject of the bulletin applies. We will publish this series over several issues believing that this is an important part of the car's history and is also a service to those who service the cars and are unaware of these factory documents.

SUBJECT: IMPROVED AUTO GEARSHIFT ASSEMBLY
VEHICLES AFFECTED: INTRODUCED AT VIN 4837

ACTION:
To improve the quality image of the selector knob indicator and to improve the function of the baulk tube, it has been necessary to incorporate certain Renault parts in place of existing DMC items. The significant new parts are the baulk tube for the gearchange lever and the component parts of the knob.

The Renault baulk tube is shorter than the current DMC lever. To restore the installed position of the control assembly, it becomes necessary to pack the housing up off the chassis using spacers in conjunction with a new seal.

The Renault baulk tube involves minor modification to the quadrant slide. The lower plate of the quadrant assembly will now include improved illumination.

To change over from existing gear change assembly to the new type it is necessary to carry out the following procedure.

REMOVING 1st Type
- Remove shift lever knob
- Remove shift quadrant from consol
- Remove baulk tube
- Disconnect shift rod at relay lever
- Remove (4) screws on housing and lift unit out

REFITTING 2nd Type
- Fit (4) spacers into lower seal and loosely assemble to housing
- Remove lower seal protective backing and fit the shift rod and housing assembly to chassis and tighten down
- Fit upper seal to housing and secure to chassis aperture using lips on seal
- Slide lower quadrant plate over gear shift rod and connect up bulb holder

NOTE: DO NOT FIT QUADRANT PLATE INTO POSITION AT THIS TIME.

- Fit quadrant mask to baulk tube and slide tube over rod taking care to locate lower lug on baulk tube behind pivot in the Housing
- Clip lower quadrant plate into consol
- Fit decal plate to upper moulding
- Slide moulding over baulk tube
- Apply approximately a 1/32" bead of Loctite 415 to outer edge of lower quadrant plate and locate upper quadrant plate to lower plate pressing down firmly on adhering surfaces
- Loosely fit lower knob casing to baulk tube
- Fit compression spring to baulk tube
- Fit knob mounting plate and tighten
- Fit upper casing and secure to lower casing
- Reconnect shift rod to relay lever and check shifting movements

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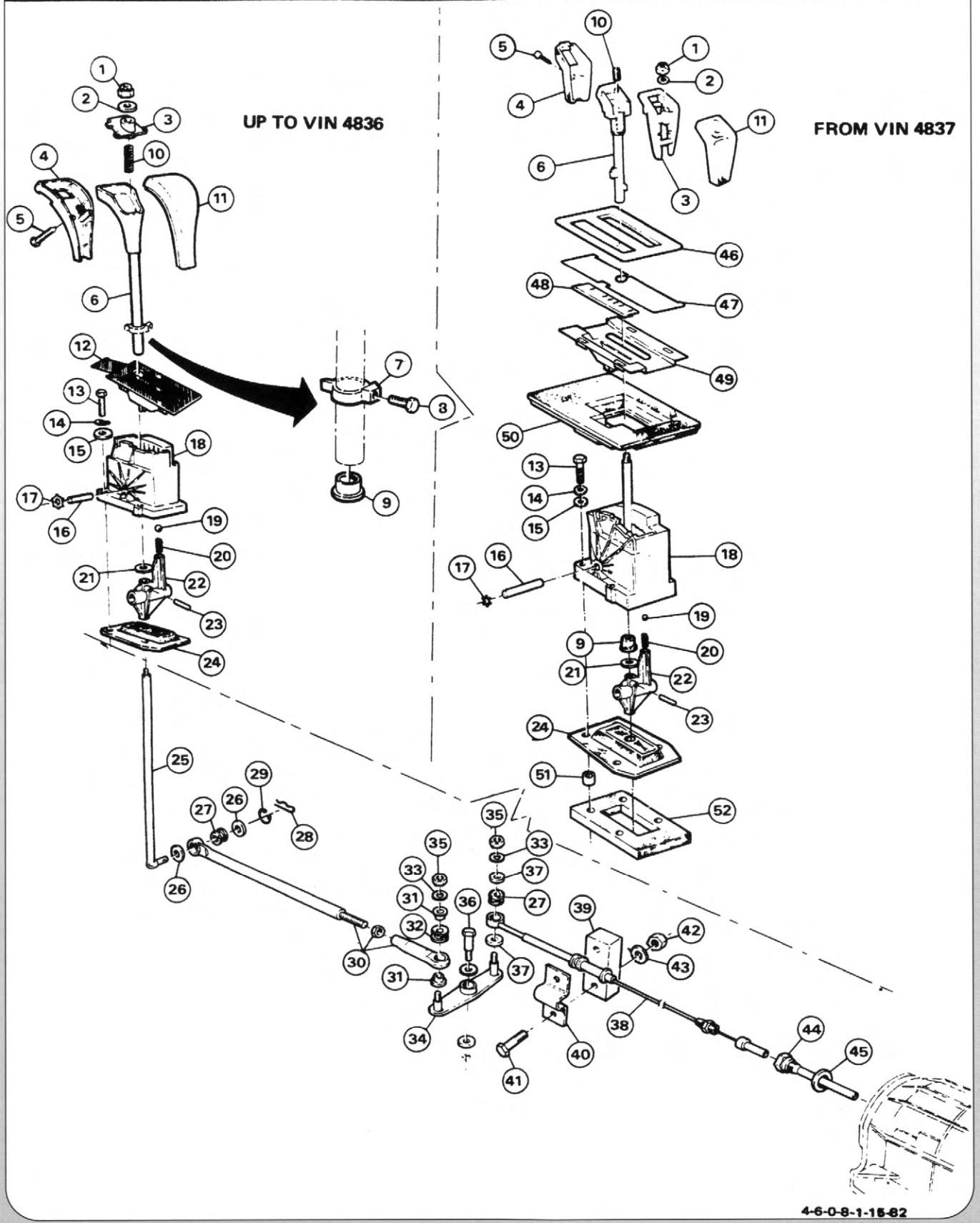
PARTS BULLETIN 81112306
AUTOMATIC GEAR CHANGE
The automatic gear change mechanism has been revised with the following implications:

1. 101397 - Knob Mtg Plate - now applicable only up to VIN 4836.
   110107 - Knob Mtg Plate - applicable from VIN 4837.
2. 100557 - Knob Upper Casing - now applicable only up to VIN 4836.
   110103 - Knob Upper Casing - applicable from VIN 4837.
3. 101918 - Knob Lower Casing - now applicable only up to VIN 4836.
   110106 - Knob Lower Casing - applicable from VIN 4837.
4. 101399 - Baulk Lever)
   108309 - Pawl Lever) now applicable only up to VIN 4836.
   SP10768 - Screw
   110095 - Baulk Lever - applicable from VIN 4837.
5. 106347 - Quadrant - Autoshift - now applicable only up to VIN 4836.
   105546 - Decal Plate
   100689 - Quadrant Top Plate
   110082 - Quadrant Lower Plate applicable from VIN 4837.
   110083 - Slide-Auto Quadrant
6. 110080 - Auto G/Shift Seal (Spacer)
   SP10473 - Spacer - Autoshift Seal applicable from VIN 4837.
7. SP10225 - Bolt - now applicable only up to VIN 4836.
   SP10016 - Bolt - applicable from VIN 4837.
   SP10225 also continues in other applications.

TRANMISSION AUTO-SHIFT LINKAGE FOR SECTION 4, SUBSECTION 6, GROUP 0

FIG.	PART #	DESCRIPTION	QTY	REMARKS
1	SP10106*	NUT M5	1	
2	SP10117*	LARGE WASHER M5	1	
3	101397*	KNOB MOUNTING BRKT	1	UP TO VIN 4836
	110107*	KNOB MOUNTING BRKT	1	FROM VIN 4837
4.	101918*	LOWER CASE	1	UP TO VIN 4836
	110106	LOWER CASE	1	FROM VIN 4837
5.	SP10114*	SCREW N4	2	
6.	101399*	BAULK LEVER	1	UP TO VIN 4836
	110095	BAULK LEVER	1	FROM VIN 4837
7.	108309*	PAWL RING	1	UP TO VIN 4836
8.	SP10768*	SCREW M4	1	UP TO VIN 4836
9.	101920*	BUSH	1	
10.	101919*	SPRING	1	
11.	100557*	UPPER CASING	1	UP TO VIN 4836
	110103	UPPER CASING	1	FROM VIN 4837
12.	106347*	AUTOMATIC QUADRANT	1	UP TO VIN 4836
13.	SP10225*	BOLT M6	4	UP TO VIN 4836
	SP10016	BOLT M6	4	FROM VIN 4837
14.	SP10252*	SPRING WASHER M6	4	
15	SP10031*	WASHER M6	4	
16.	105428*	SPINDLE	2	
17.	105429*	SPRING CLIP	2	
18.	105427*	HOUSING	1	
19.	105432*	BALL BEARING	1	
20.	105434*	SPRING	1	
21.	105430*	RUBBER WASHER	1	
22.	105435*	PIVOT	1	
23.	105436*	LOCKING PIN	1	
24	105437*	GAITER	1	
	110184*	GAITER	1	
25.	105431*	ROD	1	
26.	106362*	WASHER	2	
27.	106361*	BUSH	2	
28.	106360*	RETAINING PIN	1	UP TO VIN 1750
29.	SP10578*	CIRCLIP	1	FROM VIN 1751
30.	101864*	FRONT GEARCHANGE TUBE	1	
31.	100776*	BEARING	2	
32.	100775*	BUSH	1	
33.	SP10032*	WASHER M8	4	
34.	100824*	RELAY LEVER	1	
35.	SP10025*	NYLOC NUT M8	2	
36.	100277*	PIVOT BOLT	1	
37.	SP10033*	HEAVY SERIES WA M10	2	
38.	100558*	CABLE	1	
39.	101923	SUPPORT BRACKET	2	
40.	101924*	CLAMP, G/SHIFT CABLE	2	
41.	SP10198*	BOLT M6	2	UP TO VIN 786
	SP10807*	SEMS SCREW M5	2	FROM VIN 787
42.	SP10024*	NYLOC NUT M5	2	UP TO VIN 786
43.	SP10031*	WASHER M6	2	UP TO VIN 786
44,	104002	END FITTING B/SHIFT	1	
45.	102461	SEAL	1	
46.	100689	QUADRANT TOP PLATE	1	FROM VIN 4837 ONLY
47.	110083	SLIDE - AUTO QUADRANT	1	"
48.	105546**	DECAL PLATE	1	"
49.	110082	QUADRANT LOWER PLATE	1	"
50.	110184	GAITER	1	"
51.	SP10473	SPACER	1	"
52.	110080	SEALING PAD	1	
NI	110104	AUTO GEARSHIFT GAITER	1	

TRANSMISSION
AUTO-SHIFT LINKAGE



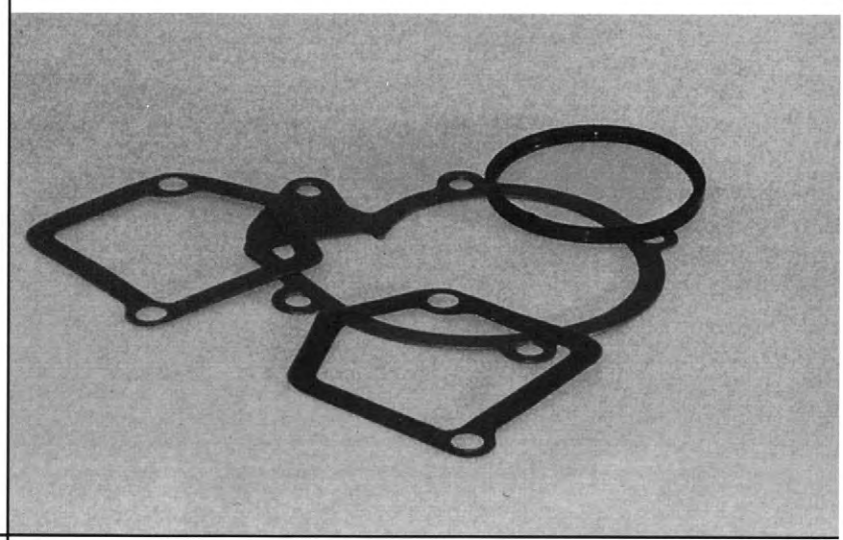
PRO'S corner

by Ed Bernstein
DeLorean One, Chatsworth, California

For years we have been encouraging DeLorean professionals to contribute to DeLorean World by sharing their expertise with our members. Usually, they have simply been too busy. Ed Bernstein was the first to come forward.

WORKING WITH SEALS and SEALANTS

Proper engine sealing techniques are critical to keep fluids where they belong.



Air, gasoline, motor oil and coolant all flow through an engine, each serving a critical purpose. If any of these important commodities leak or mix with each other in an unintended way, a major problem could be just around the corner.

Whenever a component such as a water pump is replaced or an entire engine is rebuilt, the use of proper sealing techniques should not be overlooked. With that in mind, the following are the basics of engine sealing, from surface preparation to the use of the correct gasket or sealant, along with some do's and don'ts.

SEALING BASICS

For most applications, proper sealing is accomplished by the use of a seal, gasket or sealing compound (sealant). Several different designs of each are available. Seals are commonly found on components such as fuel injectors, timing covers, crankshaft seals and fluid line connections. In this review, however, we are going to focus primarily on gaskets and sealing compounds.

As with seals, there are several different gasket designs. For instance, a gasket can be paper (water pump housing), rubber (around the thermostat in the thermostat housing), stamped metal (fuel or oil filter) or composite (head gasket). Each of these different gasket materials is designed for use in a particular environment and at a designated temperature range to contain a specific fluid.

Sealing compounds are just as diverse as gaskets. Aerobic sealers use moisture in the air to help the sealing material cure. On the other hand, anaerobic sealers will cure in the absence of air when squeezed between two surfaces.

RTV (Room Temperature Vulcanizing) silicone rubber sealant is a popular aerobic sealing compound that is used in place of gaskets. It is also used to seal components that are exposed to engine oil. Automatic Transmission RTV bonds aluminum and steel. When applying this sealant do not use an excessive amount

because RTV will cause the transmission to foam. Use a slow drying aerobic sealer to seal thread fittings and gaskets against oil.

SURFACE PREPARATION

Before installing any gaskets or applying sealing compounds, it is important that the sealing surfaces are properly prepared and cleaned in order to ensure a reliable seal. When removing the old gasket material from a sealing surface, especially aluminum surfaces, keep the following points and suggestions in mind:

Never use a metal scraper or a wire brush on any gasket-sealing surface because damage could result. Whenever necessary, use a plastic or wood scraper and gasket remover solvent. Be careful not to gouge or scratch the sealing surfaces.

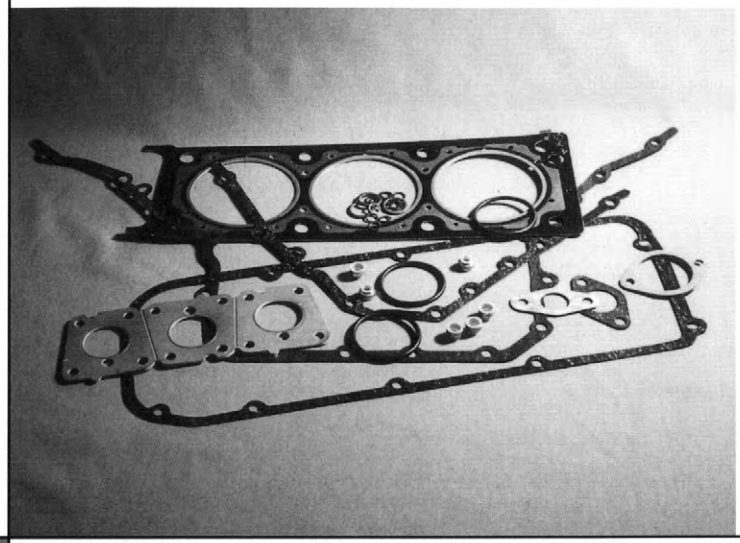
When preparing the sealing surface, you want to make sure that it is smooth and clean, free of oil and old gasket material or sealing compound. Also, be sure to use a lint-free cloth.

APPLYING SEALANT

Sealant is usually hand squeezed from a small, flexible tube, although larger quantities, which can be dispensed from a caulking gun, are available. When applying sealant, be sure (1) that both surfaces are clean and (2) not to over-apply the sealant. Excess sealant can plug passageways, restrict fluid flow and contaminate engine fluids.

Apply the sealant with a bead of consistent width. When applying the sealant around mounting holes, be sure the sealant is on the inside (fluid side) of the hole.

While on the subject of sealants, we should discuss



the use of RTV. Over the years, RTV has become very popular for a wide variety of applications. Unfortunately, many individuals have come to think of RTV as the sealant of all sealants. Granted, RTV is a good product, but it does have its limitations.

First of all, if you are going to use RTV as a gasket between two surfaces, or as a sealer, be sure you are using the correct type of RTV. Also, RTV is temperature rated and can contaminate components such as oxygen sensors (lambda). While the sealing capabilities of many paper-type gaskets (timing chain covers, inlet manifold gaskets) can be enhanced by using RTV, this not a general rule. RTV is not compatible with many gasket materials, especially those made from or containing rubber.

Remember that RTV was designed to be used in applications in which die-cut gaskets are NOT available. If you have any questions regarding the gasket or sealant to be used in a particular application, check your DeLorean Workshop Manual.

INSTALLING GASKETS

Before installing any gasket, as mentioned above, be absolutely sure both sealing surfaces are clean. Any dirt or old gasket material on the surfaces will prevent proper sealing and can lead to gasket failure

continued on page 33...

REGISTRATION OPENS ON JANUARY 1ST FOR

EUROFEST 2001

By Robert Lamrock, Organiser of EUROFEST 2001

Belfast, like so many other cities, grew up on the banks of a river, its Irish name is Beal Feirste (mouth of the sandy ford). It enjoys a beautiful setting on the shores of Belfast Lough - sheltered on one side by the mountains of Antrim and on the other by the lush green hills of County Down.

For more than 200 years, Belfast has been a powerful engine of commercial and industrial progress - the city famous for the Titanic, the Tractor and the Tyre. John B. Dunlop developed the pneumatic tyre and Harry Ferguson developed his revolutionary tractor system both, incredibly, in the same Belfast street forty five years apart.

The DeLorean also plays an important part in the history of the city and visitors to EUROFEST 2001 can be assured that the 20th anniversary of the car will be a very special event indeed. Already owners and enthusiasts from around the world are planning on attending this landmark convention, and it is hoped to have the largest gathering of cars since the factory closed. Many former employees and managers have confirmed their attendance, and an invitation has even been extended to original designer Giugiaro to join in the party celebrations.

A group visit to the Ulster Folk and Transport Museum has been arranged which houses the original Giugiaro wooden full-size DeLorean, rolling chassis and more.

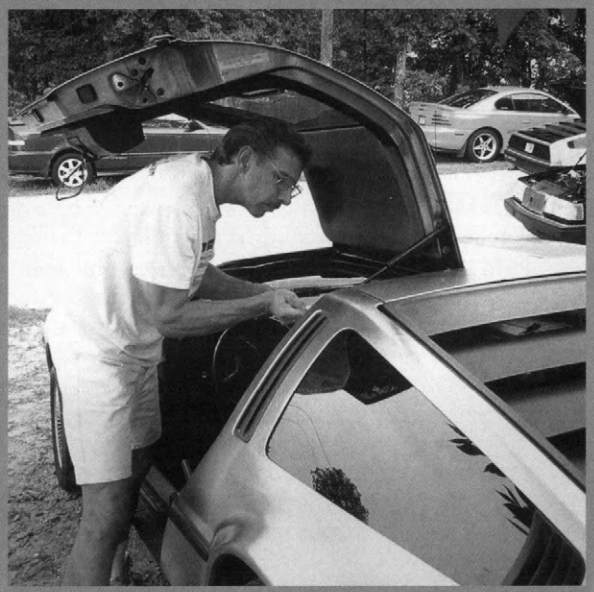
The drive around the test track at the Dunmurry factory is something very special and this will be our last chance to do so due to redevelopment of the site. Previous drivers and passengers have described this drive as awesome, not to mention the helicopter flight for a bird's eye view overhead.

Registration for EUROFEST 2001 opens on 1st January 2001 and you can book on-line via the DOA website or by post. A special value "gold" pass is only US $100 per person and covers the cost of reception, product fair, technical seminar, tour of factory, helicopter flight, test track, visit to folk and transport museum, banquet and an original DeLorean collectors item! It all starts on Thursday, May 24th - see you there!

Robert Lamrock
Organiser
Contact: ROBLAMROCK@aol.com

A Day in the DOORS

Story by Tom Long, photos by Brian Henderlong and Walter Coe



Joe LoRe' adjusts doors on Walter Coe's DeLorean.

Cars gather at Tom Long's house.

This event became "A Day in the Doors" with DMC Joe demonstrating how to get into the doors and work on the things inside. He accomplished the very daunting task of putting the drivers side window back on track on my car, and then he went through door adjustments on several other cars. We had 11 people there including two guys that drove up from Tampa, Florida and two more that drove down from the Knoxville area. It was a great help to everyone to get so many questions answered and see how a professional can work on the car.

Trevor and Wanda Summers put on a great meal with BBQ and custom-made grilled cheese sandwiches plus absolutely superb potato chips imported from Pennsylvania.

PART ONE

GUIDE TO DELOREAN DETAILING

by David Bynon, Autopia Car Care

I have come to know and respect David Bynon through our mutual affiliation with the Porsche Owners Club. He is extremely knowledgeable on automobile detailing and authors an extensive website on the subject under his company's name, Autopia Car Care.

These are tips, recommendations, and advice that he has compiled that I know everyone will learn from — even the most avid detailers.

David's website can be found at www.autopia-carcare.com.

In this and following issues of DeLorean World, we will be publishing:

1. *Detailing Chemistry*
2. *Washing*
3. *Tire and Wheel Care*
4. *Detailing Glass*
5. *Leather Care*
6. *The Myth of Saddle Soap*
7. *Engine Detailing*
8. *Final Detailing*
9. *Repairing chips in the paint of your second car*

– Dick Shipman, Technical Director

DETAILING CHEMISTRY

Some very well intentioned car enthusiasts use one cleaner as a general purpose tool for detailing. I often hear people say they use a product like Simple Green or an engine degreaser to clean everything from wheels to carpets. In my opinion, this is both dangerous and harmful to the car. After all, none of us would bathe with laundry detergent, so why would we treat delicate car surfaces with harsh chemicals?

BASIC DIRT

In the science of car detailing, dirt can be classified in three ways: organic soil, non-organic soil, and petroleum soil. Not much else exists in the car world. If you can figure out the type of soil, you can select the proper cleaner. If you use the proper cleaner, 99% of all stains will come out.

Organic soil is anything that contains carbons. This includes all proteins, animal fats, body oils, mold, yeast, bugs, bacteria, animal and bug excrement, and carbohydrates. Those chili cheese fries you spilled on the front seat are the classic organic soil.

Non-organic soil is soil that does not contain carbons. This is typically on the exterior of a car in the form of water spots. Scale and lime deposits are the most common form of non-organic soil.

Petroleum soils are substances that do not contain water and will not mix with water. Petroleum soils do not have a pH factor. Petroleum soils include common chemicals like motor oil, grease and road tar. By the way, chewing gum also falls into this category.

It is also possible to have a combination of the three soils. This is a nightmare, as combination soils are difficult to identify. How do you choose a cleaner for something you can't identify?

CLEANING CHEMICALS

The car care industry is full of chemicals for cleaning. There is no such thing as a do-all cleaner. It simply does not exist. Detailing chemicals are mixtures of different ingredients that help them do a particular job. The most common chemical functions include: surfactants, solvents, wetting agents,

continued on page 16...

GUIDE TO DELOREAN DETAILING

...continued from page 14

saponifiers, and chelators.

The word surfactant is a fancy term for any soap or detergent. Surfactant molecules are created with two compounds. One is attracted to the soil, the other is attracted to water. The chemical compound that's attracted to water is called a hydrophile. Its job is to surround the soil.

Likewise, the chemical compound that's attracted to soil is called a hydrophobe. Its job is to break the soil into smaller pieces so it can be surrounded by the hydrophile.

Every cleaner needs a solvent to dissolve soil. The most common solvent is one you might not even think of, water. Some solvents, such as mineral spirits, work great on petroleum soils, like tar and grease, and may be necessary on surfaces that might be damaged by water. Other solvents that are common in car care chemicals include dilimoneen (made from orange and lemon peels) and butyl. Although expensive, dilimoneen is a safe solvent to use throughout the car.

Chemists modify the hydrophile and hydrophobe molecules to change the characteristics of a surfactant. For example, a surfactant that is a good detergent (detergents break a soil's bond to a surface) will not be a good penetrating agent. Penetrating and wetting allows water to surround a soil so it can be removed. So, the chemist can improve the performance of a good detergent surfactant by including a second surfactant that has good wetting and penetrating qualities.

Did you know that animal fat is used in the manufacturing of soaps? Boil some pig fat, add a handful of lye, and you can make a soap bar. The same chemical process that makes soap can be used to remove fats and oils. Chemists use agents called saponifiers (basically a strong alkaline substance) to convert fats and oils into soap. Once transformed into soap, fats and oils can be washed away with water.

Have you ever noticed how much better soap does in soft water? Hard water, which is any water that contains high concentrations of calcium, iron, magnesium and other minerals, thwart the cleaning ability of a chemical. The cleaner sees the minerals in hard water as soil, which uses up the cleaning agents. To combat this problem, chemists add chelating agents to their cleaners to bind the minerals so the cleaner can go after the real soil. This is why some car wash shampoos seem to hold the suds longer than others.

THE IMPORTANCE OF UNDERSTANDING PH

The term "pH" is a measurement of the relationship between hydrogen ions and hydroxyl ions. When you have more hydrogen ions than hydroxyl ions, you have an acid. Likewise, if you have more hydroxyl ions than hydrogen ions you have an alkaline.

Any solution with a water base has a pH measurement. The pH scale runs from 1 to 14. The first half of the scale (1.0 to 6.9) represents acids, and the second half (7.1 to 14.0) represents alkaline. Pure water is neutral and has a pH of 7.0. If a substance does not contain water, such as mineral spirits, it does not have a pH.

If you know the pH of a cleaner you will know if it is an acid or an alkaline. This will help you know where to use the cleaner. For example, a carpet shampoo would have a pH around 8 or 9, whereas a wheel cleaner would be between 12 and 14. Use the wheel cleaner on your carpet, and you'll have a real mess.

NOW YOU KNOW

Now that you know the basics, here are some tips to remember when selecting a cleaner:

- Organic soil is cleaned with alkaline cleaners
- Non-organic soil is removed with acids
- Petroleum soil must be removed with a petroleum-based cleaner
- Never use a cleaner that's overly aggressive for the soil
- When in doubt, test the chemical on a hidden part of the surface to verify compatibility

WASHING

Washing is the process of removing loose dirt and road film on the top of your car's paint surfaces. A good car wash solution provides lubrication to prevent scratching and conditioners to maintain the shine.

Washing can be a double-edge sword, though, as even the mildest soaps can remove the natural oils from your DeLorean's painted surfaces, causing oxidation (paint starvation). Detergents can dull these surfaces even faster. For years, BMW, Jaguar, Mercedes-Benz, Ferrari and most other fine automobile makers recommended using only pure water to wash your car. How many of us have seen DeLoreans who have excellent stainless steel but

degraded painted surfaces? When you find a shampoo you like, be sure to follow the manufacturer's recommendations for usage. Using too much shampoo will cause streaking.

Here are some tips to make washing easier:

1. Wash the wheels first.
2. Make sure your car is cool and work in the shade, if possible. A hot surface causes the wash and rinse water to evaporate too quickly, increasing the likelihood of water spotting. One trick is to park on a slight incline. This allows rinse water to run off moldings, trim, and recessed areas better. Start by thoroughly wetting the car with a medium spray of water to remove loose grit and surface dirt.
3. Use a car wash shampoo specifically formulated for automotive use. Look for a shampoo containing surface conditioners and natural oils. These oils act as a lubricant. Sand and abrasive grit slide off in the rinse water without scratching the surface. These shampoos cost a little more but are worth every penny. Follow the shampoo manufacturer's directions for the proper mix ratio. Using too much shampoo is wasteful and may leave a filmy residue on the surface. It is easy to think of your DeLorean as stainless steel, forgetting the painted surfaces, so use a quality car wash shampoo.
4. I prefer a natural (not synthetic) sea sponge, cotton chenille pad, or sheepskin wash mitt for washing. These tools have a large number of fine filaments that draw dirt and grime away from the surface being cleaned into their internal structure. Synthetic (flat sided) sponges and wash clothes can trap dirt, grit, and grime on the surface which can scratch your car's paint. If you use a natural sea sponge, use the outer "soft" side for washing not the harder "cut" side, and always rinse new sponges thoroughly to remove any remaining sand or shell particles. 100% cotton chenille wash mitts and pads are also excellent because they hold lots of soapy water and are gentle to your paint.
5. Start washing from the top down and rinse the car often. Frequent rinsing is especially important if you are using a wash containing natural oils. While these oils cushion the surface and minimize abrasion, they are heavier than water and can leave a film if allowed to set on the car. I use a final rinse of free flowing water (nozzle off the hose) allowing the water to sheet off the car.

TIRE AND WHEEL CARE

History didn't record his name. He may have been a warrior designing a battle chariot. Perhaps he was a stone mason struggling to complete a building or a mourner providing a smoother ride for a departed loved one. But on that special day, sometime in the fourth millennium BC, in the delta between the Tigris and Euphrates Rivers, this unknown Sumerian changed the history of the world and all mankind. He invented the wheel.

This document is written to be a general-purpose guide to caring for your tires and wheels. Although I mention specific products, the car care industry offers many excellent products from which to choose. Ultimately, you must select the products that best fit your requirements.

WHEEL CARE CHALLENGE

Your DeLorean's wheels can dramatically enhance the appearance and performance of your automobile. Modern wheels can also present a substantial cleaning challenge as heated dust particles from brake pads bombard the wheel and bake into the finish. If left on the wheel, a phenomenon known as galvanic corrosion sets in, which eventually destroys the wheel's appearance.

Unfortunately, typical car wash soaps and household cleaners are not strong enough to break the bond between brake dust, road tar, road grime and the wheel. To properly clean wheels, the car care industry has developed two groups of wheel cleaners:

1. Acid-based Cleaners - These are widely used by detailers, car dealers and car washes who need to clean wheels in the shortest possible

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DELOREAN GETAWAYS

Picturesque ojai

Story by Julie Johnson, Ventura, California.

Photos by Mimi Breer, Trevor Johnson and Julie Johnson

There is only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off. This tends to mob the popular resorts on Friday, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.

The Johnsons and the Breer's cars gaze out over Ojai Valley.

Entrance to the Blue Iguana Inn.

The picturesque Ojai Valley is surrounded by the high mountains of the Los Padres forest. Originally it was inhabited by the Chumash Indians, dating back 13,000 years. According to historian John Bauer, by the 1880's the small community of Ojai became known as "the West's highly publicized Sanitarium belt". Today Ojai is a lively, stylish village known for its artists and retreats. Located approximately 1 1/2 hours from Los Angeles, it has become a favorite get away to many of Hollywood's notables and it is not uncommon to have a "star sighting" while visiting.

We headed off to Ojai on a Friday afternoon. Highway 33 winds past historic Rancho Arnaz just beyond the tiny town of Casitas Springs. Rancho Arnaz was one of the original Mexican land grants. The old adobe house and apple barn, are still in use. At the apple barn you can purchase ice cold apple cider and other Ojai produce.

If you continue down the side road you will reach the Ojai Winery. Usually open on the weekends, it was closed when we were there.

We headed on to our hotel, the Blue Iguana Inn. The Inn is located on the outskirts of town and resembles a southwest villa. It has been recently refurbished with beautiful tiles (made in Ojai) that are reminiscent of the tiles made famous on Catalina Island. The scrap tiles were used in mosaic fashion to decorate the Blue Iguana fountain in front of the Inn as well as a sea serpent that curls around the Jacuzzi area. After checking in and admiring our room, which came with an extensive basket of edible goodies (and wine!), we headed for town.

A good first stop in Ojai is the Visitors Center. It is located next to the Ojai Museum in an exquisite example of early Mission Revival style architecture. Built as a church in 1919, it is now listed on the National Register of Historic Places. The museum has Chumash Indian artifacts as well as works by local artists and a garden of native plants.

Downtown Ojai is best known for the post office tower and the "arcade" which was built by Edward Libbey in 1917. Mr. Libbey was the heir to the Libbey glassware fortune. In the sixties, one side of the arcade was torn down, officials said because it had become unsafe, but most people believe it was removed because of the undesirable hippies that found it to be a convenient meeting place. The citizens have bemoaned the loss of the other half of the arcade for 3 1/2 decades. Last year it was replaced and now graces the front of Libbey Park once again.

Libbey Park is a gathering place in Ojai. There is a wading fountain for hot feet, ancient oak trees, and a new gazebo for concerts. It is the location of numerous outdoor music events ranging from

continued on next page...

Picturesque **ojai**

classical in May to blues in September. In the summer there are also plays and art shows held under the trees.

The arcade features many unique stores and art galleries. We strolled through its shaded arches seeking the ice cream store where you can purchase made-on-the-premises ice cream. Yummy!

Eating in Ojai is a treat because it has such a wide variety of restaurants to choose from. We chose the world-famous Ranch House with its intimate garden dining. While waiting for your gourmet dinner to arrive, you can stroll through the garden where they grow many of the ingredients they use for the meals. There is a stream running through the garden and several spots to sit and soak up the atmosphere. The food is not only delicious it is lovely to look at.

Ojai's historic post office in the center of town.

On Saturday, we headed for the Ojai Valley Inn and Spa. The Inn is a local landmark featuring a full-service luxury resort set on 220 acres. There is golf, horse back riding, tennis and Spa Ojai. My husband, David, was looking forward to a round of golf on a course designed in the early 1920s and home of seven Senior PGA Tour events.

Being more sedentary, I went for a morning of pampering at the Spa Village. Since we weren't staying at the Inn, I signed in for day use. It offers a full range of treatments and classes so I chose to start my morning with an aerobics class, followed by a soak in the indoor Jacuzzi and a facial. Towels, robes and spa slippers were provided. After changing in an exquisite tiled bathroom, I went to meet David for lunch.

Hank and Mimi Breer joined us for lunch at the Terrace Restaurant on the hotel grounds, by the swimming pool. The Inn hails itself as the home of Pacific Provincial Cuisine using locally grown produce. Again, beautiful and tasty.

Reservations are required for both spa and golf, usually weeks in advance so, be sure to plan ahead.

An annual event in Ojai is the Ojai Studio Artists Tour which I look forward to every year. The tour is a two day event, held in October. After checking in, you are given a map for your self-guided tour of the local artist's private studios. Tickets are good for both days. Not only do you have a chance to buy directly from the artists, most of the studios are adjacent to their homes and it is a fun way to get a look at some unusual places you would not ordinarily have an opportunity to see. On display are the works of painters, sculptors, print makers and potters.

The Association's new Products Director, Julie Johnson.

Entrance to the Ojai Valley Inn and Spa.

Saturday night, and time to eat AGAIN! Patio dining is popular in Ojai with its warm evenings. We selected the Garden Terrace which features California cuisine on their beautiful outdoor terrace. Gourmet dishes and vegetarian specialties are served.

Sunday morning, we opted to have breakfast at the Soule Park golf course where a great Sunday brunch buffet is served indoors or out, with a serene view of the golf course.

One of my favorite stops in Ojai is Bart's Books. Located one block up from the Ojai Visitors Center on Canada Street, it features over 100,000 used books in an outdoor setting. You are encouraged to browse to your heart's content. If Bart's is closed and you happen to find a paperback book on one of the

continued on page 32...

Lake Casitas – a scenic 5-mile drive from Ojai.

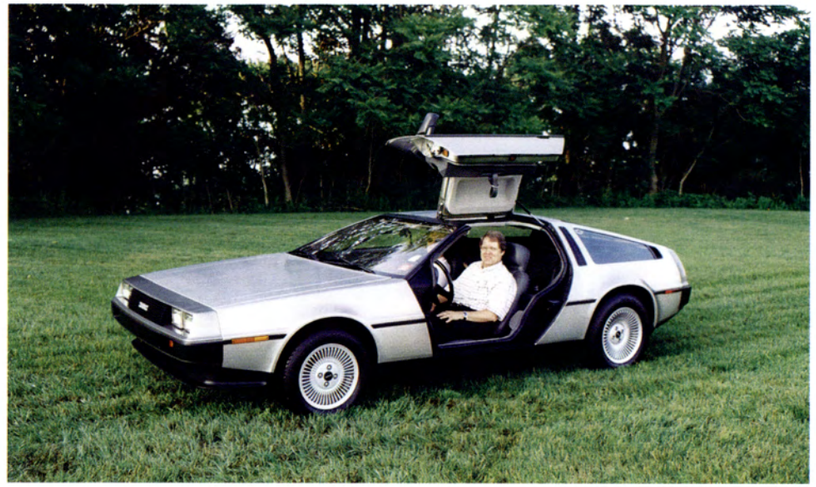
A DELOREAN invited to the prestigious *Concours d'Elegance* of the EASTERN UNITED STATES

Story by Keith Murphy, Long Valley, New Jersey

The idea of our 1981 DeLorean DMC 12 being invited to one of the premier Concours d'Elegance in the United States began in 1999. We were not aware of a DeLorean ever participating in any major Concours. Concours such as this one, Pebble Beach in California, and Meadowbrook in Detroit, usually are reserved for autos that are antiques, classics, or unique show cars. However, when my wife Brenda and I attended the 1999 show, we learned that the theme for 2000 would be "Back To The Future", featuring past futuristic cars such as Tuckers, Airflows, Cords, Buick Skylarks, and factory dream cars, including the Chrysler turbine. Immediately I thought, "How can you have such a theme and not include a DeLorean?" On top of that, the Concours was to be held June 17th, our wedding anniversary!

To be invited to the Concours, a car must be nominated, and voted in by a nominating committee. Pictures and the history of the car must be submitted. The car of course must be pristine and correct. I drive my car in nice weather, but it still has less than 13,000 miles on it. I am the third owner.

Keith Murphy and his Concours d'Elegance winner.



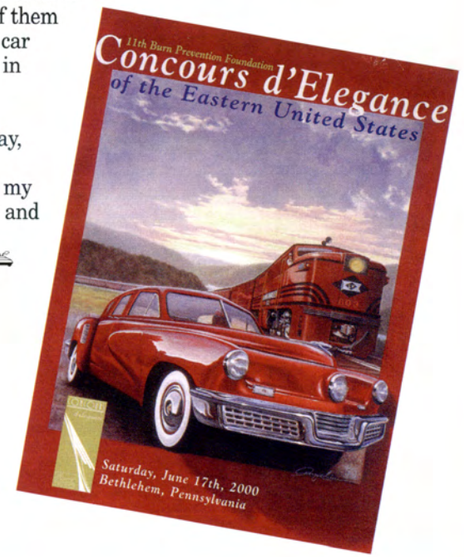
A doctor in Dallas, TX originally purchased it. He had planned on collecting all three gullwing cars, including the Bricklin and Mercedes. I had wanted to buy a DeLorean since they were new, so after careful searching found it in Kansas City in 1989 and had it shipped to New Jersey.

Among the information I submitted was a "Best Of Show" trophy I had won in 1997. This itself is an interesting story. Lavallete, a town on the New Jersey shore, has an annual British car show. I also have a 1954 MG TF, which I had planned on driving to the show. However I had some problems with the MG, and remembered that technically, the DeLorean is a British car, and so I drove it down to see the show. I put a sign on the windshield that said, "Yes it's British", and after the officials conferred, they decided that Northern Ireland is a part of Britain, and I could enter the car in the show. I also displayed the picture of John DeLorean and I with the car. He was very gracious, and had signed my dash at his home in New Jersey.

The show had many strong entries. It literally had some of the premier Austin Healeys, Triumphs, MGs, Morgans, Jaguars, and a nice Rolls Royce among the large assortment of British cars. There was only one trophy, Best Of Show, to be awarded. The voting was by the townspeople. There were a lot of young people present who expressed interest in the car. I went home before the awards, and was surprised to get a phone call saying I had won! The gentleman congratulated me, and said one lady, who had "millions" of dollars worth of automobiles, was particularly irate, shouting she couldn't believe "the kitchen sink had won!" I told him in that case, I was very glad that I won.

The Concours was an exciting event, with some of the great "Future" cars of the past in attendance. The DeLorean drew more than it's share of attention. Other than the factory-sponsored cars and the Tuckers, I think it had the most interest! There was a steady stream of youngsters bypassing the Cords and Packards and such, to get a picture beside the DeLorean. When I invited them to sit inside, it was the highlight of their day. Many of them thought the car existed only in movies.

It was a wonderful day, and one anniversary my wife Brenda and I will long remember!



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More and more DeLorean owners are realizing how easy and economical it is to have their cars repaired by DeLorean One - no matter where they live in the country.

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So give us a call now - soon you'll be able to drive your car with confidence. Even in Minneapolis.

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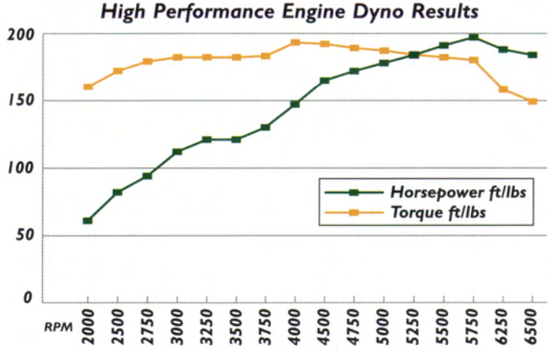
In the new millennium, De Lorean Performance is no longer an oxymoron

The single biggest complaint ever made about the De Lorean has been performance, or rather, the lack thereof. We've seen single turbos, twin turbos, superchargers, and engine swaps over the years, but none offer the economy, reliability, durability and serviceability of the original 2.8 liter PRV engine.

In early 1999 we embarked on our most ambitious undertaking to date, to wring out as much horsepower as possible from the stock engine, without resorting to any of the abovementioned solutions. After contracting with a noteworthy and accomplished racing engine shop in England, we shipped them new, crate engines and assorted hardware from our warehouse, and instructed them to build a durable, reliable, efficient motor, with a target in the range of 200 horsepower. Months of development and testing have produced a true De Lorean Performance engine, without turbos, superchargers or an engine transplant.

The chart below shows the dyno results for this motor – the results are amazing, and driving a De Lorean with this kind of power is nothing short of astounding. This is the performance that the De Lorean should have had originally and you can have it now.

De Lorean Motor Company "Stage I" High Performance Engine Dyno Results



"...I am in awe of the torque-curve. It's nearly flat. Unbelievably so. I've never experienced a car that jumps off the line and then has perfectly smooth acceleration right up to redline... This is an absolute joy to drive."
– Gus Schlachter, Austin, TX VIN 4695

The newly engineered De Lorean Motor Company high-performance PRV-V6 engine produces 197 horsepower at 5750 RPM, and 193 ft-lbs of torque at 4000 RPM, giving new meaning to the term "De Lorean Performance". By using traditional hot-rodding techniques, these performance numbers are achieved while maintaining emissions legality in all 50 states, and similar fuel economy. The engine maintains a stock appearance, save for the new, less restrictive exhaust and the dual catalytic converters.

The high performance upgrades are available in two forms, as a "zero-mile" crate engine for $6,495, or with the modifications performed to your "good-condition" engine for $4,995. All prices include labor and installation at our Houston facility. A 50% deposit is required at time of order to secure a position on the waiting list. Please contact us for more details or to order. Gift certificates available!

Transportation of the vehicle to/from our facility or any other non-related parts or labor expense is not included. Performance components are not available separately, and modifications are only performed at our Houston facility or Wingray Motors in Liverpool, England.

Mark Your Calendars Now!

De Lorean Motor Company invites you to visit our new warehouse facility next summer at our Open House Weekend. June 15-17, 2000 are the dates and Houston, Texas is the place for warehouse tours, the Millennium concours, road rally, technical seminars and more! Check our web site for more details!

CARE & CLEANING KIT

A pint each of original De Lorean shampoo, leather/vinyl cleaner and improved stainless steel cleaner/sealer. Comes with a blending pad in rare, original cleaning kit box. **$49.90**

Also available separately...

Shampoo (pint)	$10.60	SS Cleaner/Sealer (pint)	$15.81
Leather/Vinyl Cleaner (pint)	$13.50	Blending Pad	$3.55

OEM STYLE FLOOR MATS

Heavy duty, stain resistant nylon for the finishing touch to your interior. In black or grey with embroidered DMC logo on each mat. **$139.50**

Other great gift ideas include...

Refinished wheels (each)	$125.00	Refurbished Headliner Set	$295.00
Machined finish wheels (each)	$200.00	170mph Speedometer	$147.85
Custom Car Cover with bag	$179.00	Factory Luggage Rack	$195.00
Complete side molding kit	$249.00	Complete Label Kit	$46.05
Complete light/lens kit	$349.00	Set of Repro Factory Manuals	$143.85

DRIVING SHIRT

A famous brand 2-button Polo-style shirt of 100% cotton pique with the embroidered DMC logo and the famous De Lorean silhouette. Available in grey/black (shown), black or white.
In M, L, XL and XXL **$34.95**

SWEATSHIRT

Fleece wear, famous brand long sleeve sweat shirt in 90% cotton and 10% polyester. Double stitched with banded bottom. Charcoal embroidered DMC logo on front.
In L & XL **$36.95**

DMC "STAFF" T-SHIRT

100% Cotton, famous name brand short sleeved shirt with front view of De Lorean and "STAFF" imprint on sleeve. In M, L & XL **$16.95**

See our web site for photos of these items!

Millennium Concours Denim Shirt	$39.95
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Great gifts under $25

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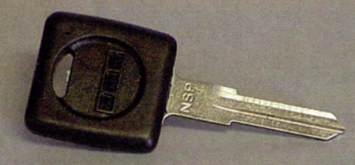

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Not sure what to give this holiday season? A De Lorean Motor Company gift certificate is a guaranteed great gift idea! Available in any denomination, just call us to have it sent out immediately!

GUIDE TO DELOREAN DETAILING

...continued from page 17

time or with the least amount of effort. Acid-based cleaners are typically 2% solutions of oxalic, phosphoric, and hydrochloric acid. Eagle One All Finish Wheel Cleaner is an example of an acid-based cleaner. While acid-based cleaners pack the greatest cleaning punch they can easily etch the surface of your wheel if allowed to dry. Care must be taken not to use acid cleaners on wheels with pitted or chipped surfaces. The acid will migrate into any fissures and accentuate flaking and peeling of surface coatings.

2. Acid-free Cleaners - These are mild solutions of alkaline solvent usually ethylene glycol, with a wetting agent. These solutions creep under the dirt and brake dust, loosening and lifting surface grime. Non-acidic cleaners usually require some surface agitation (brush or sponge) but are safer to use and will not etch the wheel's

finish. P21S is the best known 100% acid-free wheel cleaner. Acid-free wheel cleaners range in strength from mild (P21S), to moderate (P21S Gel), to professional strength (Eimann Fabrik Hi-Intensity).

TIRE CARE CHALLENGE

Your tires have several formidable enemies: water, formaldehyde, petroleum distillates, ultraviolet light, and ozone. Water washes away the natural oils in rubber that keep it elastic. Formaldehyde and petroleum distillates act as a solvent, eating rubber on contact. When ozone, an odorless gas which is part of the air we breathe, is combined with ultraviolet (UV) light, a reaction occurs that attacks the tire and its polymers (the agents that bind the rubber).

To protect against ozone and UV damage, a stabilizer molecule called a competitive absorber is blended with the tire polymer. Competitive absorbers work by capturing and absorbing UV radiation and converting it to heat which is dissipated harmlessly. All tire manufacturers use the same competitive absorber, called carbon black. This is why all tires are black.

These absorbers are sacrificial; they expend themselves in performing their function of converting UV light to heat. However, as carbon black loses its ability to perform, it turns gray. This is one reason why black tires discolor as they age.

To protect from further ozone damage, tire manufacturers add a wax compound to their formulas. Tires flex when they are in motion, causing the wax molecules to migrate to the surface. This forms a protective barrier between the air (ozone and oxygen), water and the tire polymer. In the tire trade this is calling blooming. When tires are parked for extended periods, blooming does not occur and ozone quickly attacks the tire polymer. With UV light and ozone working in concert, the degradation is accelerated, resulting in drying, discoloration and cracking.

To combat the negative effects of water, solvents and UV light on tires, the car care industry has created tire dressings. These dressings condition the tire, restoring essential moisture. Tire dressings fall into two groups:

1. Liquid Silicone Dressings - These penetrating-type silicones form a flexible protective shield on rubber. Liquid silicone seals small openings with a film to prevent penetration of moisture and dirt. Most silicone dressings leave a never-dry glass film. There are many myths regarding silicone, specifically the negative long-term effects of silicone on rubber and vinyl. The fact is, silicone is an inert material. The benefit of silicone is its ability to easily penetrate the tire's surface and not evaporate. Some silicone-based dressings contain petroleum distillates as a cleaning agent. Petroleum distillates are harmful to rubber and vinyl, and will cause rubber and vinyl to crack. If you decide to use a silicone tire dressing, make sure it does not contain a cleaner. The only true negative property of silicone is the difficulty of adding UV protection.
2. Water-Based Dressings - The water-based dressings do not contain silicone oils, petroleum distillates, waxes, or other dangerous solvents that can harm and dull the surface of rubber and vinyl over time. Most water-based dressings

use a combination of natural oils (such as shea butter or cocoa butter) to offer a non-greasy satin finish. Likewise, most of these products contain UV blocking agents to help keep tires from cracking, fading and hardening. Additionally, most water-based dressings are biodegradable, whereas silicone is not.

PROPER TIRE AND WHEEL CLEANING

To properly clean your tires and wheels, you will need a 3-5 gallon bucket, a soft tire and wheel scrub brush, a sponge or wash cloth, a water hose and nozzle, car shampoo, and a spray wheel cleaner. Here are some step-by-step tips to make cleaning easier:

1. Clean one wheel at a time.
2. As mentioned earlier, clean your tires and wheels first before washing the rest of the car. This prevents splattering cleaners, dirt and brake dust on already cleaned panels. Your car is also less prone to getting water spots from drying while you wash your wheels.
3. Do not clean your wheels if they are still hot from driving. Let them cool, or thoroughly hose them down.
4. Mix a bucket of soapy water with your favorite car shampoo. Mix double the recommended strength. I recommend Eimann Fabrik Power Wash+ for tires and wheels. It's much stronger than most automotive shampoos, but it will not strip wax.
5. Thoroughly rinse the tire and wheel with water using a hose and spray nozzle. Rinse the brake caliper to flush away loose brake dust. Finally, rinse up into the wheel well to wash away road grunge, road kill, mud and other debris.
6. If your tires and wheels have a heavy coating of brake dust or road grime, spray them down with your wheel cleaner. Allow the cleaner to soak for 30 seconds (minimum) to 8 Minutes (Maximum). I recommend P21S, P21S Gel, and Eimann Fabrik Hi Intensity for most applications.
7. Use your tire and wheel scrub brush and your soapy water to agitate the tire and wheel surface. Use plenty of soapy water. The soap acts as a lubricant to gently lift dirt and grit away from your wheels. Follow-up with your sponge or washcloth to wash the remaining dirt from the tire and wheel. Make sure the tires are scrubbed. Many people put layer upon layer of dressings on their tires but never clean them. The result is a brown or yellow discoloration.
8. Use your wheel brush and soapy water to scrub the accessible areas of the wheel well, too. This small detail keeps your car looking fresh and new.
9. Thoroughly rinse the tire, wheel and wheel well. Use plenty of water. You need to ensure that all traces of the wheel cleaner (and your neighbor's cat) are gone.

After washing your car, remember to dry your tires and wheels using a 100% cotton terrycloth towel.

Caution: I do not recommend using tire cleaners containing bleach. Bleaches are used in many tire cleaners to brighten white wall tires, but they can turn tires a dull gray and will stain your alloy wheels.

PROPER TIRE & WHEEL CONDITIONING

After you clean your tires and wheels, you need to protect them. Tire dressings accent the appearance of your tires and protect against cracking and fading. Likewise, waxing your wheels protects their finish from brake dust, and makes them easier to keep clean.

Your wheels should be waxed, at a minimum, each time you wax your car. You can significantly reduce your wheel cleaning and waxing efforts by coating your wheels with a high quality acrylic. I recommend Klasse All-In-One for this purpose, as it is heat resistant and will not yellow. Klasse All-In-One also has the added benefit of being both a cleaner and a protectant. Another excellent wheel protection product is Plexus. Plexus works well on your DeLorean wheels with so many small openings.

To apply tire dressing:

1. Use a small foam sponge, foam wax application, or Eagle One Tire Swipes to apply tire dressing (foam provides even distribution and wastes far less product them a cloth). To avoid getting tire dressing on your car, apply the dressing to the foam applicator, not directly to the tire. I recommend Pinnacle Vinyl & Rubber Protectant, 303 Protectant and Lexol Vinylex. These products are all water-based dressings containing strong UV inhibitors.
2. Allow dressings to penetrate into the tire before wiping off the excess dressing. Five to ten minutes is okay, but 30 minutes is even better.
3. Wipe the wheel well liner with dressing, too. This simple detailing step makes a big difference.
4. If you like your tires to be shiny, do a final wipe down with your foam applicator. If you prefer a satin finish, buff the tires down with a terrycloth towel.

CONCOURS TIRES & WHEELS

Have you ever noticed how show cars look so fresh and clean? Beyond just shiny, they are bright. This effect comes from the smallest details. A great place to start is with your tires and wheels.

Concours winning show cars are clean enough to pass a white glove test. This includes the tires and

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GUIDE TO DELOREAN DETAILING

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wheels (front and back) and the wheel wells. Removing your wheels to detail them might seem a little fanatical, but it has several benefits, including:

1. Inspecting your tires for wear and damage.
2. Inspecting your brakes.
3. Inspecting your suspension.

To properly concourse detail your tires and wheels, you will need a jack, jack stands, bucket, tire and wheel brush, sponge, water hose and nozzle, car shampoo, spray wheel cleaner, tar remover (mineral spirits), wax, tire dressing, foam wax applicators and plenty of terrycloth towels. If you are not familiar with the procedure for jacking your car and removing the wheels, see your car owner's guide.

Here is the step-by-step procedure to bring your tires, wheels and wheel wells up to Concours condition:

1. Remove and clean one wheel at a time. Slightly loosen the lug nuts on one wheel and jack one end of your car off the ground (preferably the end with the wheel you want to remove). Before fully loosening the lug nuts and removing the wheel, place a jack stand under an appropriate point of the chassis or suspension.
2. Mix a bucket of soapy water with your favorite car shampoo. Mix double the recommended strength.
3. Clean the backside of the wheel first. Spray the backside of the wheel and tire with a generous coat of wheel cleaner. Allow it to soak for 3-5 minutes.
4. Using your tire and wheel brush, scrub the backside of the tire and wheel with soapy water. The resulting grunge will be very gritty, so use plenty of soapy water and keep your brush rinsed.
5. Rinse thoroughly and repeat. You may need to use an old toothbrush. A soft parts cleaning brush also works well on the backside of the wheel.
6. When the wheel's backside is as clean as you can get it, repeat on the front. Make sure you rinse both sides really well when you're done.
7. While the wheel is dripping dry, spray the wheel well, brake caliper and suspension components with cleaner. Allow it to soak for five minutes. Take this time to dry your wheel with a cotton terrycloth towel.
8. Use the remaining soapy water and your wheel brush to scrub the wheel well, brake caliper and suspension parts. You don't need to make it perfect unless you really do plan to show your car. Let these parts air dry.

Once everything is clean, you can turn your attention to protection and beautification:

1. Spray the underside of your wheel well with a generous coat of silicon tire and rubber dressing. Allow it to soak in. If you live in an area where it snows, this will prevent the snow from accumulating in your wheel wells (no more snow bunnies!). It also makes future cleanings much easier. I recommend Eimann Fabrik Black Opal Gloss Dressing for this purpose. Wipe off the excess dressing with a towel, and buff to a nice luster. Be careful not to get over spray on the body of your car.
2. Wipe your tire down with a generous coat of tire dressing and allow it to penetrate. While the dressing penetrates, inspect the wheel for tar spots. Quite often, large tar spots will accumulate on the backside of the wheel. Use tar remover and a rag to remove the tar. If your wheel has a lot of spots, wipe down the whole wheel.
3. Wax your wheel front and back. An acrylic sealant will last the longest and provide the best protection, but good old paste wax works fine. Buff to a high luster.
4. Finally, buff down the tire and apply a second coat of tire dressing. When satisfied with the finish, put the wheel back on the car.

DETAILING GLASS

Have you ever noticed how much better your car looks when the windows are perfectly clean? Yet, many of us ignore the windows when we wash our cars because it adds a few precious minutes. Forget the time involved in keeping your glass clean for a moment. Have you even thought about how hazy, dirty windows can be a safety hazard? Driving your car with dirty, hazy windows on a rainy night or in heavy traffic and straining to see, is a driving impairment. You should consider this a true danger.

In addition to being a hazard, the effects of dirty glass can quickly ruin the appearance of your perfectly polished and waxed automobile. Cleaning your windows is one of the most tedious tasks you will face. After you have completed all other detailing tasks, put the perfect touch on your car by detailing your car's glass.

GLASS CLEANERS

Just as in selecting car shampoo and wax, no two car enthusiasts can agree on the ultimate glass cleaner. Some people like ammonia cleaners, others swear by TSP, while the purists will use nothing but clear water.

Whatever you use, the principles are the same: clean dry and polish.

I highly discourage the use of ammonia-based glass cleaners on your car. While ammonia is a great glass cleaner for the home, ammonia is harmful to many car surfaces including vinyl, rubber, and leather. More importantly, the use of ammonia inside your car is harmful to your health. As a substitute to ammonia, I prefer citric acid, alcohol, or mechanical cleaners

Glass cleaners in a spray bottle work fine. The only problem is over spray on the dash and upholstery. Because it is difficult to direct the spray of glass cleaners, you will have the best luck spraying one side of a clean towel, wiping the glass, and then drying with the other side of the towel.

Many professional detailers use plain water for wiping and cleaning the windows and dry the glass with newspaper. Unlike paper towels and most cotton towels, newspaper does not leave behind lint and the ink acts as a glass polish. The only draw back to this method is the newsprint ink on your hands when you're done. Be sure to wash your hands before touching your upholstery.

STEPS FOR CLEANING WINDOWS

Start your window cleaning with the doors. Lower the window approximately one inch to allow access to the top part of the glass. This part should be cleaned and dried first. Spray with glass cleaner and buff dry. Now raise the window back up and clean the remainder of the window. Pay attention to the corners of the windows as this is where you will get most smears and streaks.

While you're sitting down in the passenger's seat, clean the inside of the windshield. The inside of the windshield is easier to clean from the passenger's side as your access is not obstructed by the steering wheel. Take your time around the rearview mirror as it is only glued to your windshield. If you bump into the rearview mirror hard enough or at the right angle, you can break it loose from the glass or even break your windshield.

The inside of the rear window is the most difficult to reach and should be done last. The best technique for cleaning your rear window is to use the backside of your hand to guide your towel down into the corners. Trying to use the palm of your hand will force you to be a contortionist and draw strange looks from your neighbors.

CLEANING SPOTTED GLASS

Some parts of the country are burdened with extremely hard water. Hard water spots attach themselves to glass like white on rice. If left on your glass for very long, hard water spots will not wash off with shampooing or regular glass cleaners.

In my experience, there are only two ways to remove hard water spots. The first is to use distilled white vinegar. If your water spots are mild, you can dilute the vinegar 2:1 with water. Heavy spots may require pure vinegar. Either way, the vinegar will not harm you or your car. Vinegar is a very mild acid, which dissolves the alkaline-based mineral water deposits with ease.

In my experience, any light (low abrasive) car polish that does not contain paint feeding oils will work as a good glass polish. Eagle One Scratch Remover is a good example of a polish that does not contain oils and works well on glass, as does P21S Multi-Surface Finish Restorer. The most gentle approach is to use an old t-shirt to polish the spotted area and buff it to full luster.

If your glass is heavily pitted, or mildly scratched, you can also use polish to restore the finish. In this case, it may be necessary to use a buffer in order to achieve the desired results. In some cases, the glass may be so deeply pitted, etched, or scratched that the inevitable most occur, you must replace the glass.

CLEANING WINDOW TINT FILM

Window tint film is often applied to the inside windows to shade passengers or provide privacy. Window tint film is a thin sheet of Mylar plastic. Mylar easily scratches and will be destroyed by ammonia. To clean tinted windows, use mild cleaners and water only.

Tint film that has been scratched can be polished with cleaners designed for vinyl windows that are often found on convertible tops. The product I recommend for polishing and regular maintenance of window tint film is Plexus. Plexus comes as a spray and is safe for use on plastic window tint film.

WINDSHIELD WIPERS

Windshield wipers are necessary to clean your windshield when it rains, snows, becomes bug ridden, or dirty from long road trips. Wipers perform best when the rubber is in good shape and the glass is fairly clean. You should make it a habit to clean your wiper blades at the same time you clean your glass. After cleaning your glass, use a damp cloth to wipe the rubber blades, removing bug residue, wax, and other dirt build-up.

Although rubber dressing helps preserve, protect, and beautify the rubber and vinyl parts on your car, you should not use dressings on your wiper blades. Rubber dressing on your blades will cause streaking and smearing, impairing your vision. The best overall maintenance of your blades is keeping them clean.

No amount of cleaning will keep your blades in perfect condition. Wiper blades wear with each use. Most wiper blades will last about one year. When your blades become worn, dried, or faulty, replace them with a new set. Most manufacturers recommend replacing wiper blades at the beginning of fall.

NEXT ISSUE: LEATHER CARE

Picturesque **ojai**

...continued from page 21

Ojai museum.

outside wall bookcases, you are instructed to throw the money for the book through a slot in the front screen door!

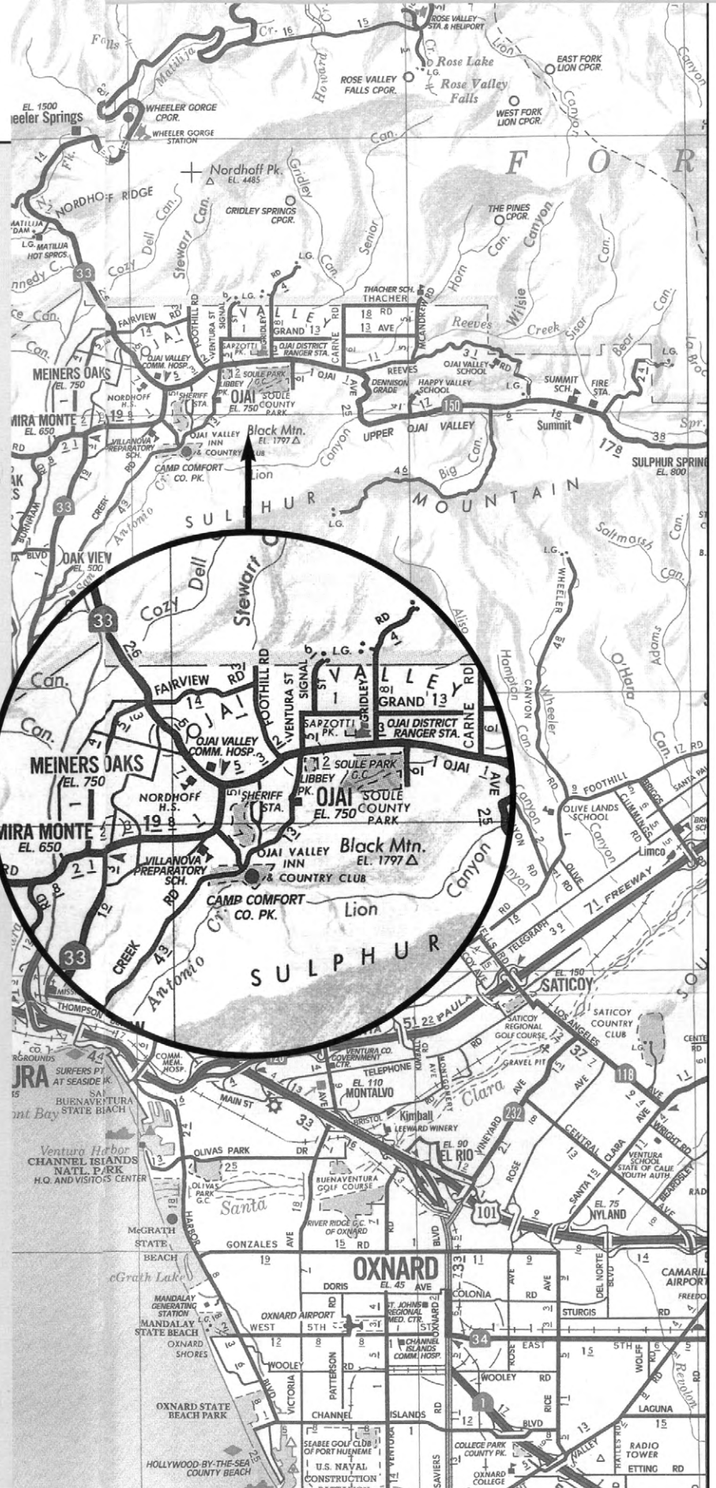
For those of you who seek more vigorous activities, you can now bicycle between Ojai and Ventura on a recently completed 32 mile trail. Bikes are available for rent in Ojai and Ventura. I would recommend starting in Ojai since that is the direction that is mostly downhill.

Outdoor enthusiasts will want to visit Lake Casitas, where you can fish, boat or camp. The lake is stocked annually with rainbow trout and channel catfish. It was chosen to host the canoeing and rowing events at the XXIII Olympics in 1984. If you don't want to leave your car, you can drive around the lake on the back road to Santa Barbara, Highway 150. A new attraction at the lake is a swimming pool. Since swimming in the lake is prohibited, this is a very welcome addition.

Ojai is a short 25 minute drive off the 101 freeway on Highway 33. Another choice is to go through the historic town of Santa Paula and take the 150 Highway. This is a beautiful drive through orchards and oak trees. Fun to try out your DeLorean's cornering abilities.

Ojai has numerous events planned year round. It is well known for hosting the oldest tennis tournament in the country in April. Music festivals, art shows, garden tours, folk dance festivals and wine tasting guarantee that there will be something you will enjoy during your visit.

Ojai's Visitor Center is located at 150 W. Ojai Ave, Ojai, CA 93023, 805-646-8126. They can help with lodging, eating and activities throughout the Ojai Valley.



PRO'S corner

WORKING WITH SEALS & SEALANTS

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and fluid leaks. If a failure occurs with a cylinder head gasket, the results can be extremely costly.

Positioning the gasket is critical. Be sure to align the mounting holes and fluid passageways on the sealing surface with the corresponding openings on the gasket. Don't be confused by openings in the gasket that are smaller than the passageway in the sealing surface. Many times these openings are smaller to meter the fluid flow. Some gaskets may have position markings, such as "top", "front", or "this side up". Don't ignore these instructions. Remember that if a gasket is marked "front", this refers to the front of the engine, not the front of the vehicle. The front of the engine is always the end opposite the flywheel.

If you are unsure about the positioning of a gasket, refer to the DeLorean Workshop Manual. If a dowel pin is used, be sure that the pin is installed and positioned correctly.

TORQUING AND TORQUING SEQUENCE

Many components have numerous fasteners that secure one component to another or join two components together. Tightening these bolts in the proper sequence and torquing them to factory specifications is critical to establishing a good seal. Such tightening sequences and torquing sequences are used on cylinder heads, oil pans and valve covers. Quite often, this sequence follows a crossing pattern that evenly distributes tightening forces between the two surfaces. The DeLorean Workshop Manual illustrates the required tightening and torquing sequences and specifications for our cars.

However, following the proper sequence is only half the story. The fasteners and bolt hole threads must be clean and in good condition. Dirty and damaged threads will give you bad torque readings that are well below the factory specifications. The result will be insufficient clamping forces that can lead to gasket failure and fluid leaks.

The solution to the problem is a simple one. Run all bolts through a die and clean up any remaining dirt with a wire brush. Also, chase all threads with a tap and blow compressed air into the hole to clean out any debris. Following this basic practice can eliminate many problems down the road.

Keeping engine fluids in their proper location is critical to engine performance and efficiency. Taking a few minutes to assure that engine sealing is done correctly and that bolts are torqued to DeLorean factory specifications will pay dividends in the long run.

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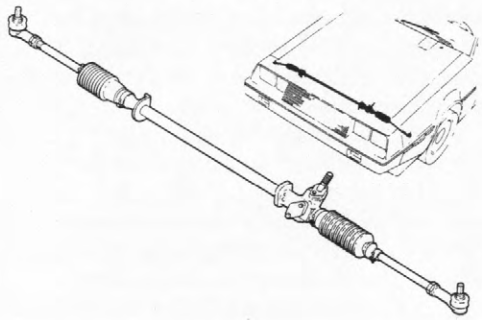

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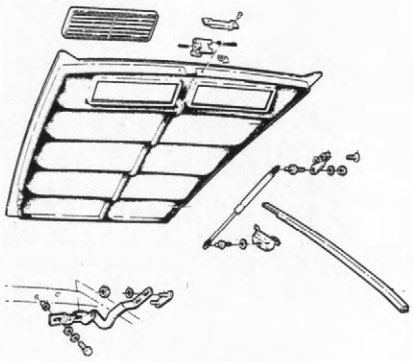

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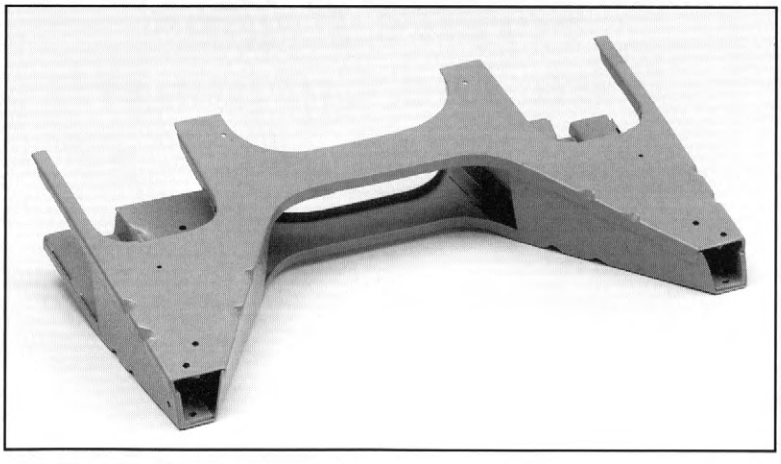

The factory called this part the "CRUMPLE TUBE" assembly. Unfortunately they engineered in a little too much "crumple" and had to issue a safety recall to reinforce the stabilizer mounting area. Over the years minor impacts and the accumulation of rust have damaged many front extensions beyond effective repair. The front extension supports critical parts including the steering rack, stabilizer bar, radiator and cooling fans, and is the most important part of any frame restoration work. This new front extension is slightly thicker throughout to deflect minor impacts while still absorbing energy in a serious collision. It's also powdercoated in polyurethane to resist rust damage.

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James Hales, 2651 Altamira Dr., West Covina, CA 91792. For questions: Phone/Fax (626) 965-5190 or e-mail advertising@delorean-owners.org

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1981 DeLorean vin # 5104, 14,700 miles, started & driven regularly, grey interior, good condition, 5 speed, $20,000. (208) 743-1767, or bud@lewiston.com

1981 DeLorean Cosmetically nice enough to put in your living room and serve cocktails off its hood, but also mechanically sound enough to drive every day. 5-speed, 24,000 miles. Gray interior. Meticulously maintained at DeLorean One, California. E-mail me for extensive details & enthusiast's extras. Located Burbank, CA. $22,500. 818/563-4919. MackyCheez@aol.com

1981 DeLorean vin # 3297, Grey interior, 5-speed, auto, air, 18,000 miles. Good condition, garaged, all manuals $17,000. East Hartford, CT 860/528-1562

1981 Delorean vin #3677, Gray interior, 5-speed. One owner - purchased new from DeLorean Cadillac. 15,700 miles. Excellent condition. Includes cover, many spare parts and extras. $22,500 Ohio (330) 877-6062

DeLorean 1982 - with rare 1981 hood and front license plate waiver. All original, with updates. 5 Spd., grey interior. Maintenance records, spare parts, manuals, garaged, (not stored), turn key, ready to go. Mint condition. $19,500. Brad Gislason - 360/378-4860

1981 DeLorean - Sharp California car painted Porsche red. Gray leather. Rear wing. 5 speed. New tires. Custom painted factory wheels. Upgraded stereo. 84K gentle miles. Professionally maintained by DeLorean Motor Center. Real head turner! Only $15,900. Why pay more? George 818-368-8338 (L.A.)

1983 DeLorean vin scedt26t3ddo16459, 5 speed, gray leather, 22k miles, driven regularly. $14,900. Central Florida 352/753-8680 or artk@hitter.net

1981 DeLorean VIN # 2879, 31,000 miles, driven and serviced regularly, garaged indoors. Automatic, black interior, original storage webbing. Initial hood design with fuel filler cap and parallel indentations. All manuals, car care kit, 12 CD changer, and memorabilia. Excellent condition. $25,000. Call 316 / 689-0981.

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CLASSIFIED and DISPLAY ADVERTISING DEADLINES
Volume 18, No. 1 ..... January 1, 2001
Volume 18, No. 2 ..... April 1, 2001

DeLoreanWorld

DeLorean World, Volume 17, Number 4; Fall 2000

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The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

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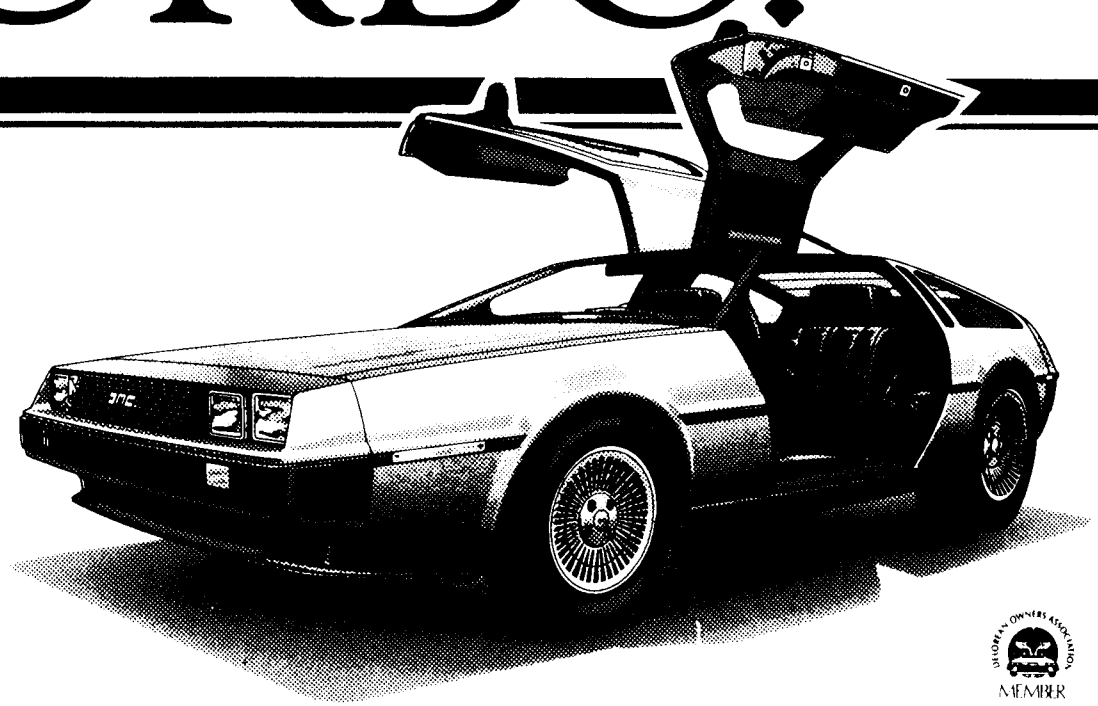

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